

From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: Peter Ferrand <petef@sprynet.com>
Subject: Another Bogen Schematic Needed
Message-ID: <3.0.32.19970523213651.012e53dc@m3.sprynet.com>

This is for the mixer/preamp that feeds the audio to my AM ham station.
Nice rack mount mixer with a VU meter and all.

Bogen has a decent web page at, of course, www.bogen.com, but my e-mail on this subject went unanswered.

So if there's a schematic and/or manual for a Bogen Tech-craft TCM-100, you would be helping me out considerably. All usual costs paid.

tnx es 73,
-Pete
WB2QLL
petef@sprynet.com

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Corrections - UPS, Please read.
Message-ID: <UPMAIL03.199705232328270105@msn.com>

Hey Gang, I guess I didn't get my story straight about the conditions that UPS folk have to deal with.
I stand corrected and apologize, even thou I was defending them.

Mr. Greg Carter KX4R and a UPS driver for 24 years corrected me as below.
With his permission I include the text.
See Ya Al
fritsche@msn.com

THANKS GREG

From: Greg Carter
Sent: Thursday, May 22, 1997 3:34 PM
Subject: Re: Union Problems-UPS

Hi Al !

I ususally keep silent on all the UPS threads but feel
that I need to clear up a couple of issues you brought up

before they go much further.

>Remember a few years ago when the drivers went on strike because of the
>weight issue. I seem to remember that a driver would deliver less than
>50 lbs with no problem, but the Company upped that to 100 ?. The drivers
>walked out for about a week here in Houston, but must have settled with the
>company for some other perk?.

Actually, this event occurred on Feb 7, 1995.....UPS raised the weight limit from 70 lbs to a whopping 150 lbs with no discussion or warning to the employees ! Since Union officials as well as members felt that this was a direct violation of the contract that had just been ratified a few months before, a nationwide work-stoppage was called in order to clarify just how these new packages were to be handled in the UPS system. The "strike" lasted for exactly one day .

>If you where the driver on a route, had to buy or lease your vehicle, and
>push merchandise boxed up all day long, where still pissed off about the
>weight limits imposed by the company, Had to make second delivery's
>because nobody was at home, Drive in Houston Traffic, second only to LA,
>with no air conditioning, I think you might have an attitude too.

UPS drivers do not lease their vehicles (RPS...Roadway Package Service does implement this practice) now or at any time in the past.
As for the new weight limit....yes the UPS employess as a whole are not happy having to deal with this.....take a moment and think about it.....how many people do
you know that can lift a 150 lb package and carry it for any
distance.....sure most
drivers have hand-trucks in their vehicles but they have to get the package
out
of the vehicle onto the hand-truck, and then make the delivery.....what about
up 2 flights of stairs to an apartment or up back stairs to place it on
someones
deck ? A lot of people don't realize that the floor of the normal UPS
delivery truck
is 3 feet below the normal loading dock level that regular tractor trailers
back up to.,
So how do the drivers negotiate lifting 150 lbs from the floor of their
vehicle to the
loading dock platform ?? No amount of increase in hourly wages is worth
ruining
your health...namely your back.

>But Guess what, the driver that spins by my house everyday, always has
>time for a hand wave and a smile.

And yes, in spite of the new rules, the majority of the UPS delivery personnel remain cheerful and generally happy with their jobs.....and I might add, thankfull
to have such a means of steady employment in these uncertain times !

>Remember, If you don't take the time to package it right, dont blame the
>carrier, no matter who it is?

And last of all, Al, you have hit on THE biggest reason a package does not make it from point A to point B. If everyone would use a bit of common sense when packaging things for shipment....especially fragile electronic equipment...
and take into consideration the new weight limit which provides the possiblily that your prized BA will have a 150 lb package on top of it....
you'd be surprised at how many success stories there would be !

I hope you don't take this the wrong way as I certainly appreciate your comments
defending the UPS drivers but thought I'd better clear up a few points in your post.
Please feel free to re-post this to the Boatanchor group if you'd like.

73 for now !

Greg Carter KX4R
UPS Delivery Driver (24 years) , Woodstock Center 3012 , Georgia District

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: JRininger@aol.com
Subject: FS: BA Line Voltage Regulator (was Re: AC Line Voltage Increments)
Message-ID: <970523210236_553809536@emout19.mail.aol.com>

I have a couple of spare Sola line voltage regulators (they have gloFETs in them even) that I would sell for \$100 each plus shipping from 93430. These guys are heavy however; I would guess 60 pounds.

They have adjustable voltage output and will supply about 10 amps. The voltage comes up slowly which is nice and gentle on the vintage iron. Two grounded outlets are on the rear panel, pilot lamp and on-off on the front.

I use one for my 'Anchors, and have accumulated the others as parts units but the thing "just keeps on goin' " so I guess I don't need the parts.

Please email if you are interested.

73,
Jeff
N6MNI

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: jeffa@ix.netcom.com (Jeff Anderson)
Subject: Ham and BA Haunts in London?
Message-ID: <199705240106.UAA12890@dfw-ix2.ix.netcom.com>

Short notice from my boss - I'm off to England for a week of work.
Does anyone know of any Surplus Electronics/Ham radio stores in the
London area (or nearby)? Other "must-see" sites?

Also interested in bookstores selling old electronics books.

Thanks!

- Jeff, WA6AHL

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: "Rudolf H. Salomon" <rhs@pacbell.net>
Subject: Heath AG-8 Schematic?
Message-ID: <338616B7.53BF@pacbell.net>

Hi all. Anyone have a schematic or a manual with a schematic for a Heath
AG-8 audio generator??

Got the generator without output. Checked the tubes and they seem fine,
in fact like new. Has B+, replaced the 2 electrolytics and a paper .1uf
cap., still no output.

Looks like the circuit might be a wien bridge with a light bulb, yes
the light bulb is ok. I'm thinking this might never have been working
from the get go. Such a terrific wiring job. Not much else to go wrong.

73 de Rudy Salomon - KD6NRQ

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: Paul & Sandra Bock <bocks@erols.com>

Subject: Larry Louie, I need your address
Message-ID: <3386518A.1E83@erols.com>

E-mail it to bocks@erols.com.

73, Paul K4MSG

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: don merz <71333.144@CompuServe.COM>
Subject: Military Collectors Resource List
Message-ID: <970523204621_71333.144_DHB39-1@CompuServe.COM>

The first draft of the MILITARY COLLECTORS RESOURCE LIST is now in the BA archives. I initially started this document just to hand out to folks who were looking for help with specific military gear and to help people who were just coming into the hobby. It has grown in usefulness just enough that I think military users and collectors on the BA list may find it useful.

I welcome any and all additions, updates and so forth at 71333.144@compuserve.com. I will post updates versions to the archives as they become available.

To retrieve a copy from the archives, send a message to
LISTPROC@THEPORCH.COM
with the content
get boatanchors mil.collectors.resource

and it will come to you as an e-mail message.

I hope you find it worthwhile.
73, Don

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: provero@connix.com
Subject: Old Navy Rcvr, Free (almost) to good home
Message-ID: <199705240130.VAA13739@comet.connix.com>

Free (or just the cost of gas/shipping):

NOTE: THIS IS A PARTS UNIT or MAJOR RESTORATION PROJECT

Navy receiver, exact model unknown, but components labelled Nov 1943.

12+ inches wide, 9+ inches tall, 15+ inches deep.
4 bands (2.0-3.6, 3.6-6.5, 6.5-11.4, and 11.4-20.0 MHz).
And what looks like the matching power supply....
Major components (RF/IF transformers have CAY4#### labels)

The downside is:

No tubes (chassis labelled for 4 x 12SG7, 3 x 12SJ7, 2 x 12H6,
12SK7, 12A6. PS missing 5U4G. No PS-2-radio cable.

Missing meter, minor controls in upper left front panel.

No case. Right lower front panel bent at corner.

Some parts cannibalized (but many, many remain)

I wouldn't feel bad about this, but my WIFE (yes, the same one who complains about each radio lugged into the basement, every incoming/outgoing UPS/mail parcel, and how I spend too much time on my hobbies) found it at a garage sale.

Not only was it FREE, but the "seller" even loaded it into the back of her van!

Anyway, I'd like it to go to a good home. If you just can't live without something like this, send email or call me at (860)691-1025.

P.J. "Josh" Rovero	home:	provero@connix.com
Meteorologist	radio:	KK1D
Oceanographer	work:	rovero@sonalysts.com
Curmudgeon-at-Large	web:	http://www.connix.com/~provero/

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: provero@connix.com
Subject: SP-200 Series Web Page Update
Message-ID: <199705240136.VAA14249@comet.connix.com>

Updates to the SP-200 series/BC-779 pages to include the information forwarded by Dave Prince about the Australian Eclipse Radio AMR-200 -- an Australian-produced Super-Pro made for the U.S. Army Signal Corps.

Photo & schematic on the history page under SP-200.....

P.J. "Josh" Rovero home: provero@connix.com
Meteorologist radio: KK1D
Oceanographer work: rovero@sonalysts.com
Curmudgeon-at-Large web: http://www.connix.com/~provero/

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: "Walter Fairclough" <wfairclo@netcom.ca>
Subject: SX-117/HT-44 Problem
Message-ID: <199705232040.QAA13024@tor-srs2.netcom.ca>

Thanks to all who responded. The suggestions were much appreciated. The problem has been solved and basically boils down to a misunderstanding of the alignment and final calibration procedures. The manual is not all that clear on the use of the BFO setting for transceive operation.

Now that that problem has been resolved, I have a bad ripple on transmit which is most noticeable on SSB (increases with mic gain).

Still digging and cursing (the wife thinks I'm praying over the beast).

Thanks again.

Walter Fairclough
Manotick, Ontario
wfairclo@netcom.ca

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: Paul Bernhardt <bern@ppdu.nrl.navy.mil>
Subject: Thanks for Answers About 4CX1000A
Message-ID: <Pine.A32.3.91.970523163227.39216A-1000000@ppdu.nrl.navy.mil>

Gang,

I thank all who responded to my question about the usage of the 8168/4CX1000A. The answers I got were:

Collins 30S1 Linear Amp
Gates KW FM Amps FM-1H3 and FM01K

Paul Bernhardt, KF4FOR

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: hikrbikr@erols.com
Subject: Wanted... Globe Scout 65B
Message-ID: <33860FC2.7317@erols.com>

Ahoy! Hap Perry, WA4UPV, well known among the Collins crowd and active duty Navy captain, is looking for a Globe Scout 65B transmitter. Should any readers of this net have one to sell or know where one might be, please send Hap a BA-gram at...

xrjg23a@prodigy.com

BTW, Hap told me that he met Leo Meyerson, W0GFQ, owner of World Radio Labs (WRL) at Dayton. Hap recognized him from his pictures in QST ads from the 60s and said he looked amazingly the same as in those pictures. Leo was enjoying the hamfest, esp. seeing his old WRL and Globe equipment as popular as ever.

73,
Mike Steussy
AE4R
Vienna VA

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From owner-boatanchors@sco.theporch.com Sat May 24 00:02:57 1997
From: Jacqueline Herman <jherman@sierra.net>
Subject: Re: WTB Heath AT-1
Message-ID: <Pine.SUN.3.95.970523202047.19468B-1000000@diamond.sierra.net>

On Fri, 23 May 1997, Robert Friess wrote:

> I am looking for a really nice AT-1 to add to my collection. I am
> willing to pay a premium price for a really exceptional unit. Is
> anything out there?

Was looking at a recent QST article about Heath; the AT-1 went for \$29.50 back in 195?. Oh, to be able to buy an unbuilt AT-1 for that price today....
Jeff KH2PZ / 7

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